THE GREAT RAILWAY TUNNEL UNDER THE HUDSON RIVER AS IT LOOKED BEFORE THE ACCIDENT OF YESTERDAY MORNING.



TWENTY LIVES LOST. A Terrible Accident in the Tunnel Under the Hudson.

Only Eight of the - Twenty-Eight Men at

The Roof Caves In ofter a Valu and Brie Ffort to Stop the First Lenk-Terrible Struggle of the Eight who Were Saved-The Other Twenty Drowned or Crushed Buried Under the Water and Debris-Explanation of the Accident by the Officers of the Company and by the Survivors-Three Days Before the Bodles of the Dond can Possibly be Reached.

Work on the tunnel under the Hudson River, which is to connect Jersey City with New has been stopped by a terrible accident Under the loose earth and water in the temporary tunnel that led from the shaft to the main tunnel are the bodies of twenty workmen. Of the gang of twenty-eight men who went into the tunnel at 12 o'clock Tuesday night only eight

The shaft is at the foot of Fifteenth street, Jersey City, about eighty feet from the bulkhead. Stacks of boiler-iron plates, heaps of bricks and sand, and piles of lumber are around the temporary wooden sheds over the mouth of the shaft. In the shods are two air pumps, an air reservoir, a steam boiler, and two electrical machines. The office is in one corner, and above it are the rooms where the workmen change their every-day clothing for working suits. The work has been progressing day and night, and about 150 men had been employed. t midnight, Tuesday, twenty-eight men went down the wooden stairway inside the shaft to the air lock, about half way down. Through the air lock the men enter the tunnel. The two air pumps at the mouth of the shaft are worked day and night. They pump the air into the air reservoir, which is of boiler iron. A gauge at aide indicates the pressure of the air in the tunnel. From the reservoir the compressed air is sent by means of pipes through the air lock into the tunnel. The air lock was the only means of entering or emerging from the tunnel. It is like a large oller, except a little thicker. It is six feet in diameter and fifteen feet in length. The men entered the air lock seven or eight at a time, and passing through, entered the temporary tunnel that led from the air lock to the ma tunnel. That temporary tunnel was about thirty feet in length, and was filled with heavy timbers holding up the iron plates that lined the top. The work on the main tunnel was about three weeks ago. It is now 200 feet under the river. The ground between the shaft and the bulkhead was so porous that there was a constant escape of the air that was d into the excavation. That was remedied for the time being by burying large sheets of ground. The lower the tunnel went the more compact the filling became, and less annoyance was experienced. But the temporary tunnel was small and it was looked upon as a danrerous part of the work, unless it was enlarged and sheathed with iron. Silt-the black mud at the bottom of the river—was under the loose filling, and the work for the past three weeks was to dig it out and sheathe the excavation down to the bottom line of the main tunnel.

As soon as the twenty-eight men were at their stations inside, the men who had been at work since 4 o'clock Tuesday afternoon quit work and went to the air lock to go out. Among the for skylarking when not at work. Those going out joked with one another while they waited for the air lock to be opened, and their sport continued until after they had changed their working clothes in the dressing rooms. The men left in the tunnel were under the charge of Assistant Superintendent Peter Woodland. They went to work with a will, some digging away the silt and others putting up Iron plates as the exeavations were le, and riveting them together. About four hours after they began working, half of the men were allowed to quit and go up the shaft to the shed. Dinner pails were pulled out of corners and from under benches, and the men, sitting on benches and the boards covering the brickwork of the shaft, ate the meagre luncheons that they had brought from home. Then those who had gone above returned to work, and those who had remained below quit work. This was about 4% were late in getting out of the air lock into the tunnel, and the second half waited at the inside entrance.

Pierson to Patrick Mehan, a night watchman, soon after those who had been above had disappeared in the tunnel, as he noticed a puff of dust rising from the ground between the shed and the bulkhead directly over the temporary tunnel.

seconds, shouted: "It's caving in."

Michael Hurley, another watchman, heard the ery, and sprang down the stairway to the air lock in the side of the shaft. The door of the air lock was shut tight, and he could not pull it open. He shouted to Bernard McGovern, who has had charge of the air lock at night, to open the door. But he was not heard. In the door are two bull's-eyes, and he pressed his face close to the glass and looked into the air lock. Inside were eight men. The light of a candle on a bracket was dim, but Hurley could see what the men were doing. Some were tugging at the were stripping off their clothing and rolling it Hurley shouted again, and motioned with his hands to open the outer door. But the men inside were working with desperate energy to shut the other door, and then it flashed across Hurley's mind that they were trying to pack the opening inside with their clothes so that they could decrease the pressure of the air in the air lock, and then open the outer door. Bomething blocked the inner door, and the opening was a large one. Hurley picked up a crowlar and smashed the glass of the bull's eyes. The compressed air inside whistled through the jagged holes, and the sir lock was filled with a white vapor. In a few seconds the pressure in the air lock was equal to the pressure in the shaft, and two of the eight men in side the air lock pulled open the outer door leading into the shaft.

There's a leak, and the top is caving in," one of the men shouted as he ran out, followed

by the other men. Hurley looked inside the air lock. On the Soor was a pool of water. The inner door leading into the tunnel was partly closed. In the opening were the body of a man and bundles of clothing that had been stuffed in by the men. The men hurried up the stairway to the mouth of the shaft. They told in few words what had happened, and messengers were sent to arouse the superintendent and the other

offers.
According to the stories of the eight men who According to the stories of the cight man who secaped from the tunnel, the leak was found in the roof of the temporary tunnel, near the air lock. As soon as it was discovered the men who were near by picked up some of the waste silt, which is like putty, and tried to plaster up and stop 'be hole. But the leak increased rapidly. The compressed air in the tunnel rushed through it, making a loud, hissing points, like a steam engine blowing off steam at high pressure. It was a warning to the mon, and in a few minutes they saw that it was useless to try to stop the leak. Night Superintendent Woodland saw the dapper and ordered the

very little additional explanation is necessary. The shaft" 100 feet from the river at the foot of Fifteenth street, Jersey City. This shaft is 30 feet in diameter and 65 feet deep, and is lined with a brick wall four feet in thickness. The entrance to the "temporary entrance to the tunnel," was through the air lock shown in the engraving, which is 6 feet in diameter, 15 feet long, and has air-tight doors in each end. It is made of iron and looks like a steam boiler. A railway track through the lock served for running small cars loaded with bricks and other materials into the temporary cut and the tunnel. When the men were sent into the tunnel they entered the air lock and closed the door behind them. Air cocks were then opened, communicating with the tunnel, antil the pressure in the lock was nearly the same as in the tunnel, and then the men opened the second door and passed into the improvery cut. Both of the air-lock doors opened toward the tunnel, so that the pressure from within would tend to keep them shut, and the men inside the tunnel would not e subject to danger by the doors bursting open and

diminishing the sustaining power of the compressed air to a point where the roof of the tunnel would be likely to fall in. The process of locking men through from the shaft to the tunnel, and vice versa, occupied from five to ten minutes. The air pressure did not require to be so great as that used in building the foundations for the East River Bridge. From this air lock the digging was pushed outward and downward gradually until the necessary depth was reached for the floor of the tunnel. This opening was temporarily roofed with botter iron, braced with wooden joists, and is marked in the above engraving "Temponel gave the workmen trouble by escaping through the silt and the cinders above, marked "loose filling." This to stop work on the tunnel and improve the condition of the chamber. The workmen were engazed in digging away the silt beneath the temporary entrance and putting up the boiler iron for the sides of the chamber when the roof caved upon them. The tun-

nel-or more properly tunnels, for there are to be two, one for outgoing and the other for locusing trains-is a cylinder nearly round, about 22 feet high and 20 broad, made of boiler iron, filled in with brick. The men at the beading first dug a semi-circular opening at the top suffi-cient to allow the top plates to be placed in position, beneath was taken out. The plates are 2 feet 6 inches wide, and alternately 3 and 6 feet long, with 2½ inch flanges on each side, through which each is bolted to its fellow. After the lower earth was removed the other plates forming the shell were put in position, and the bricklayers followed closely, laying a lining of hard-burned brick two feet thick, which presented an arch to resist vertical or lateral pressure. The lining fits closely to the iron plates, the 25 inch flanges of which aid in retaining it. The work was illuminated at each and of the tunnel by electric lights from a machine such as that in the Post Office, and which stood above ground near the steam pumps. The silt removed in the progress of the work, a mixture of blue clay and sand, was mixed with water and forced out of the tunnel by air pressure through a 6-inch pipe into the receptacle marked "Waste

Silt" at the bottom of the working shaft, whence it was raised in buckets to the surface, carted away and mostly used for filling in the adjacent lowlands. Col. tunnel as far as completed is about twenty-five feet Haskins had it in contemplation to make from this clay to run the air compressor, in connection with an outside air resorvoir, five feet by cieven, sending a constant supply of fresh air through the ventilating pipe of the tunnel. The engine and the other machinery above ground are shown in the engraving at the up-per right-hand corner. They are enclosed in cheap wooden sheda. Three sets of workmen, composed of from thirty to forty men in each shift, kept the work going night and day, each set working eight hours. They were able to make heading at the extreme end of the tunnel. When the work was interrupted by yesterday's disaster the digging had progressed about 500 reet in the northern and twenty feet in the southern tunnel.
Work on the tunnel proper was stopped about

accordance with this drop in the bottom of the river and ascend the New York side more abruptly. The extreme length of the tunnel is to be about two and a half miles from Jersey City avenue, in Jersey City. where trains are to leave the surface, to a point near Broadway and Bleecker, where they are to emerge. It is expected that about 400 trains a day can be passed through when it is completed, and that the different lines centring at Jersey City will use it in com the top of the working shalt, and the twenty men drowned ite at the bottom of the temporary shaft. In place marked "loose filling" and "silt" above there is now a hole thirty feet in diameter filled with

men out of the tunnel. Eight men who were near the air lock pulled open the door and jumped inside. Olaf Anderson fell at the doorway and the heavy iron plates of the roof of the temporary tunnel, as they fell, struck against the door and partly closed it. He was crushed to death. The timbers holding up the iron plates cracked and snapped as the plates settled, and the surface water trickling into the tunnel washed away some of the silt on which the supports rested.

"Burryand do what you can for us!" shouted.

orts rested.
"Hurry and do what you can for us!" shouted orts rested.

"Hurry and do what you can for us!" shouted Superintendent Woodland.

The men inside the air lock knew that there only hope was to close the inner door, so that the pressure in the lock could be decreased and the outer door opened. They pulled at the door, but it could not be budged, nor could it be pushed open so that the rest of the men could get into the air lock, because the fallen plates and earth were against it. Neither could the body of Anderson be pulled in. Thomas Brady caught hold of Anderson and tried to pull him out, but his hand was seized with a death grasp. The outer door could not be opened, owing to the pressure, and if the men had had strength enough to pull it open it would have been the most dangerous thing they could do, because the compressed air would have rushed out and the water and sarth would have rushed out and the water and sarth would have filled the excavation more rapidly. Quick work was necessary.

"Save mei save me!" came from under the timbers composing the supports.

Looking through the crack of the door one of the men in the air lock saw the heads of two of the men in the tunnel. Falling timbers had struck them, cutting frightful gashes on their heads.

"Save me! save me!" sounded like an echo

conting from below as other workmen tried to rewith the air lock. down faster and faster, and ran into the air lock. The cracking and snapping of the beams increased, and the loose earth overhead rumbled through the opening made by the fallen plates. To close the crack of the door was the only chance them. Stripping their clothes from their backs, the men twisted them into the crack above and below Anderson's bournaced them to work outletly, but they felt that by the time they could get out and summon assistance it would be too late. The water in the air lock rose to their knees, and Woodland was standing in water up to his waist when he was seen last by the men in the clothing, the exhaust olbe of the air lock, after the crack was closed with the clothing, the exhaust olbe of the air lock, owing to the condensation of the air lock, owing to the condensation of the air lock work men get what they call a fog in the nir lock they know that they are safe, because the outer door can then be opened. The smashing of the bull's-eyes by Hurley made another hole for the air to escape, and by using their utmost atrength two of the men in the air lock pulled open the outer door. But the air lock upled to open the liner door, but it could not be opened. By that time Superintendent J. F. Anderson had been summoned. He lives near the works, and he ran half dressed to the shaft. The men who escaped were at the mouth of the shaft. To know that there was a big leak in the runch was enough information for him to air lock was fast filling with water. The Saroel was at the mouth of the shaft. To know that there was a big leak in the runch was enough information for him to air lock was fast filling with water. The Saroel was at the mouth of the shaft. To know that there was a big leak in the runch was enough information for him to air lock was the work of lees than a minute. The sir lock was the work of lees than a minute, the shaft and the builthead at the river from the crack of the door, but he did not recognize it. The water ro

away. The sir pumps were kept working until President Haskin arrived, but the air only returned in bubbles through the water in the shat and the hole. The enchoser would not shall all the bubbles through the water in the shat and the hole. The men side of the top half of the temporary tunnel had been plated. The men said that in putting up the plating leaks are found frequently. Sometimes when the inner doors of the air lock is opened leaks are started. Men have been employed at times to water for leaks, and they were in their power to stop it if it took all day or all night. Four classes of men were employed in their power to stop it if it took all day or all night. Four classes of men were employed in their nower to stop it if it took all day or all night. Four classes of men were employed in their nower to stop it if it took all day or all night. Four classes of men were employed in their nower. The miners advanced with plek and shovel, the welders put together the iron sections, the laborers disposed of the diggings and the masons, when the work was progressing in the main tunnel, threw we have to stop it in the present of the diggings and the masons, when the work was progressing in the main tunnel, threw we have to stop the present of the digging and another all night. The outer door was kept closed until somebody wished to pass into or out of the tunnel. If one of the workmen wished to go in itse keeper of the lock closed the inner door. The pressure in the lock was then decreased by allowing some of the digging of the stop of the digging of the digging of the stop of the digging of the stop of the digging of the stop of the digging of the digging of the digging of the digging of the di

STORIES OF THE SURVIVORS.

Graphic Accounts of the Terrible Scenes at the Door of the Iron Air Lock.

Theodore S. Vanoutersterp, one of the survivors, was found at his home, 52 Willow street, Hoboken, last evening. He said: "I belonged to a shift of thirty men. Such of them as reported for duty went down into the shaft at 12 o'clock last night. Our spell of work was to have continued until 8 o'clock this morning. when, according to the regulations, we would have been relieved. We were set to work in that part of the tunnel known as the 'old tunnet.' We were engaged in arranging the from plates which supported the sides and roof, and against which the brick walls were to have been placed. We worked until 4 o'clock this morning, when the whistle blew which summons us out of the tunnel for lunch. Haif the shift leave work, and are allowed fifteen minutes for refreshments, while the other half of the shift keep on at their task. Just as the first half of our shift was returning to the tunnel after having had their lunch, and just as the second half had quit work, and were about to leave, a leak was discovered between two plates in the roof of the passage way or temporary entrance to the tunnel. Leaks are not unusual. We have frequently had them

before, and have always got the best of them without much trouble. Whenever one of them is found the entire shift stop their work and hasten to choke up the leak. This is done either by stopping up the leak with mud or silt or by moving the plates closer together. When the leak was discovered this morning all hands assembled to assist in stopping it. We generally, in such cases, telephone the engineer, who is up in the engine room, to reduce the pressure of the sir; but in this instance we had no time to notify him. The leak when first seen was a narrow erovice between the plating. When we attempted to plug it the force of the sir drove the mud up through the hole with great force.

Peter Woodland, the assistant superintendent, was standing by the break at the time. When he saw that we could not stop the leak he ordered all hands to knock off, and to get into the air lock as quickly as they could. He got behind a group of such who were still trying to choke the leak and endeavored to push them forcibly into the lock. When at length everyone saw the danger there was a frantic rush for the lock, but by that time the compressed air had forced its way botween the plates and the earth beyond them, and the plates began to fall. The falling plates and silt caught the door of the lock, and were showered down upon in such a way that the door could not be opened more than eight inches. Through this narrow opening eight of us managed to get into the lock. The ninth man was struck by a plate, and wodged in between the door and the jam. We tried descerately to force open the door, but the weight of the iron and earth behind it was too great to be moved. Then we made an effort to rescue the poor fellow who had been caught in the door down. We tried desperately to force open the door, but the weight of the liron and earth behind it was too great to be moved. Then we made an effort to rescue the poor fellow who had been caught in the door and the jam. We tried desperately to got on the lock. We still continued our first stoped before, and have always got the best of them without much trouble. Whenever one of them is found the entire shift stop their work and

"When I first saw the leak it was not more than six inches long and about one-fourth of an inch wide. In an instant it had taken a circular shape, and was as large as the top of a dishipan. Of the thirty men who belonged to the shift there were twenty-eight in the tunnel at the time of the accident. Two men were absent. One of these, named Bill Clark, had reported that his child was dying, and he was allowed to go home. Jack Donohue was the other alsont man. When he came to work at midnight he was slightly under the weather, and the foreman would not allow him the go into the tunnel, and sent him away."

James Hayes, one of the survivors, was found assisting the gang of men who were digging

high the was signify this to waiter, and the foreman would not allow him the go into the tunnel, and sent him away."

James Hayes, one of the survivors, was found assisting the gang of men who were digging at the scene of the disaster. He is a tall, strong man, and was reluctant to speak about the accident until Superintendent Anderson bade him toil his story. He said: "I was standing at the valve when I heard the leak burst out. I ran to it and saw that one of the cross beams that supported the plates was dropping. I grasped the beam with both my hands and tried to support it, but so great was the pressure that it broke in two between my hands. Then a dense fog from the escaping compressed air filled the place. Assistant Superintendant Woodland, who stood near me, on seeing what had happened called out: 'Let ail of you come up here.' They ail came up, and then he told then to hurry into the air lock. Eight of us got in safely, when the door was partially closed by the falling plates and earth so that it could not be opened more than a few inches. We did everything we could to force it open so that the rest of the shalt and Woodland, who was with them might escape from the tunnel; but we could not move the door. When Woodland saw that we could do nothing for him and for those with him, and when the water began to rush into the tunnel and thence into the lock, he called to us to save ourselves, for we could do nothing for him and for those with him, and when the water began to rush into the door of the lock; 'get into the shalt and save yourselves. You can't do anything for us, Got out, and then, if you can, hulp to save us."

John Doyle, one of the new who escaped, was found soon after the disaster washing the mud from his ciothes in the river near by. He said: "I was working a short distance from the air lock, when I heard some one cry out to the men to run for their lives. I dropped the tools that I was working with, and ran for the air lock. I heard the water rushing water I saw two men just behind at the ru

among the saved, after visiting their families returned to the shaft. They corroborated sub-stantially the accounts given by their com-panions, and were emphatic in their commenda-tion of Mr. Woodland, whose courage excited universal admiration. universal admiration.

"He was a brave man," said one of them,
"and he died game."

"Indeed he did." replied the throng that had
gathered around the speaker.

Names of the Bend and the Rescued. The names of the twenty men who lost their lives are given below: PETER WOODLAND, Assistant Superintendent, used 25, of Jersey City, FRANK OLESTON, foreman, aged 25, of Jersey

JAMES CREVER, agod 25, of Jersey City.

A. ERICESON, aged 50, of Jersey City.

A. ERICESON, aged 50, of Jersey City.

PETER FEISHTR, aged 26, of Jersey City.

PATRICE KIRWIN, aged 26, of Jersey City.

CHARLES NELLSON, aged 30, of Jersey City.

WM. F. BAGLEY, aged 32, of Jersey City.

ANDREW JACOSSON, aged 29, of Jersey City.

BEYAN SHERIDAN, of 478 First street, Jerse

City.

City.

CHARLES SVENSON, aged 23. of Jersey City.

THOMAS BURNS, foreman, aged 21, of Cornelia tyenne, Jersey City.

O. ANDERSON, aged 21, of Jersey City.

FRANE BURK, aged 23, of Hoboken.

MATTHEW MCCARTY of Hoboken.

PATRICE BRODERICE OF 246 First street, Jersey City.

ity. Orto Besellen, aged 22, of Jersey City. John Jensen, aged 30, of Jersey City. Parance Collins of Jersey City. Michael Brodenick of 85 Canal street, Jersey

The names of the eight men who were in the tunnel when the break occurred and who escaped are as follows:

THOMAS BRADY, miner. CHRIS HASSON, miner,
BARNET MCGOVEEN, keeper of the nir lock.
T. VAN OUTERSTERP, miner.
A. J. MOLINE, miner.
TROMAS CHEMMINS, miner,
JOHN DOVLE, miner.
JAMES HAYES, miner.

THE CAUSE OF THE DISASTER.

Opinions of President Haskin, Superintendent Andersen, and Others. President Haskin arrived at the shaft at about 8 o'clock, and calling the workmen into the office, questioned them in regard to the accident. In explaining the cause of the accident he referred to a diagram of the tunnel pasted on the wall of the office. "It occurred," he said, "at the connection of the iron plates with the brick work of the shaft, near the air lock. The men had been working in the temporary the shaft, in order to strike the place for beginning the main tunnel. The main tunnel had been dug, and cased with iron and brick about 300 feet from the shaft. The temporary tunnel was about thirty feet in length, and was used by the workmen in going from the air ock to the main tunnel. It was a steep incline. and about three weeks ago we stopped work in the main tunnel and prepared to enlarge the temporary tunnel, which, by the way, was called the 'temporary tunnel' because it was used only temporarily in getting from the shaft to the main tunnel. It is a part of the main tunnel, but it is higher and wider. It is to be ex tended to the junction of the two tunnels from the surface. The top of this enlarged part was protected by fron plates boiled together, and the men were at work digging down through to the silt to the bottom line of the main tunnel. As the excavations were made, more plates were put up. All the plates were supported by heavy timbers. The filling over the temporary tunnel was very pofilling over the temporary tunnel was very porous, and we had had some trouble in preventing the compressed air from escaping through to
the surface. While working in the silt forming
the bed of the river we had less trouble in that
respect. The break occurred there," putting
his fingers on the diagram, above and below
this temporary tunnel. The men were working below, "pointing at the part marked "silt,"
between the shaft and the main tunnel, "and
the leak was first seen over their heads," touching the line indicating the top of the temporary
tunnel,

pumps or the air locks just before the accident. There was plenty of pressure for that part of the tunnel. We had at the time about seventeen pounds pressure; that is a little less than we have had, but, after the roof plates wore put up, we thought we did not need so high a pressure when we were at work in the main tunnel. We have used a pressure of twenty to twenty-two pounds. Before the plates were put up in enlarging the temporary tunnel the air used to leak through the loose filling, and we had to dig holes in the ground, and put down cloths and cover them over with earth in order to keep the air from the chamber. When we got beyond the bulkhead, and struck the slit at the bottom of the river, we had no trouble about the compressed air escaping. The trouble has always been between the shaft and the bulkhead, about eighty feet distant. The space between the bulkhead and the shaft is made ground, consisting of cinders, gravel, &c. About two weeks ago the men began to enlarge the passageway called the temporary tunnel that led from the shaft to the main tunnel. It was made wider as they went down toward the bottom line of the tunnel, so as to meet the two tunnels which were to be dug from the Jersey City approach. Whether the men dug away some of the sit under some of the supports, thereby causing some of the plates to fall, nobody knows. The probabilities are that they were carcless in closing the leaks between the plates at the connection with the shaft.

plates to fall, nobody knows. The probabilities are that they were careless in closing the leaks between the plates at the connection with the shaft."

Superintendent J. F. Anderson, a Swede, who has had much experience in calsson work, has had charge of the laying of the plates and the excavations. He said: "I went away at 9 o'clock on Tuesday evening. Everything in the tunnel was all right then, and I thought that we would be through that part of the work in a day or two. From what I can learn, the men were packing the joint between the plates forming the roof of the temporary tunnel and the side of the shaft. Some of the plates fitted close to the brick work of the shaft; between other plates and the shaft were spaces one-eighth or one-quarter of an inch in whith. The men were packing these spaces with waste silt to keep the tunnel air tight. When there is a heavy pressure the air leaks through the spaces, and escapes through the upper filling. Whether the waste silt used for packing was blown out or not, I do not know; but it is probable that the men were careless in leaving the spaces open too long, and when they tried to pack them with the waste silt, the surface water leaked through and carried away the rest of the packing. The roof plates were supported by timbers 4 by 6 feet, and the braces and supports extended down to the silt. The top of the temporary tunnel was about four feet above the air lock. The plates of that part of the roof fell against the inner door of the air lock, and it could not be pushed open by the mon who had escaped into the air lock, there was room for at least twenty-five men, and sometimes we have had thirty in there. The men have been so accustomed to the pressure that they could pass in and out through the air lock very much easier than a person not accustomed to it."

Mr. Burlinghame, one of the superintendents, said: "My opinion is that it was a 'blow out, What I mean by that is that if the leaks are not closed by packing waste silt in them as soon as they appear, the cours

## WARNING NOT HEEDED.

What was Said by the Men in Charge of the

Tunnel Three Weeks Ago. Some three weeks ago an anonymous note reached THE SUN saying that the Jersey City authorities ought to interfere to provent the sacrifice of the lives of the workingmen in the Hudson River Tunnel; that a cave had occurred there on June 23, from which several men had narrowly escaped with their lives, and that for a distance of 40 feet in the brickwork of the tunnel there was a crack into which a carpenter's rule could be thrust.

Col. Haskin was found at the works in consultation with his assistants, and occasionally between the shait and the main tunnel, and the leak was first seen over their heads, touching the line indicating the top of the temporary tunnel.

"As soon as they saw the leak the men say they started to stop it, but they must have been careless in allowing it to remain unnacked."

"Is the main tunnel full of water?"

"Certainly. After the air pressare was decreased the water down dirrugh the break into the tunnel. The water did not come in at the end under the bed of the river. The tunnel there was tight and strong.

"And it is not probable that any of the men in the tunnel are alive?"

"All those men are dead—drowned by the water or crushed by the timbers."

"Could the accident have been avoided?"

"I seems to me it might have been if the leaks to be unpacked?"

"They did, and they have stopped leaks many times before."

Day Engineer Eugene Miller, who releved that if was no use trying to give air to the men under the fallen plates, because it bubbled up through the water in the shaft and the hole."

Engineer Oilft, who has charge of the sir sengine and the pumping engine, was one of the first called to the shaft of the tunnel. The air pumps wore working when he arrived these the shaft of the tunnel. The said in the pumping ware working when he arrived before, shutting off the steam. He said:

"There was nothing the matter with the air was no thing the matter with the first called to the shaft of the tunnel. The air pumps were working when he arrived these the belief to the shaft of the tunnel. The air pumps were working when he arrived these the belief to the shaft of the tunnel. The air pumps were working when he arrived these that it was no use trying to give air to the men that the enterprise, but that the head the work in the supported which was put in frequisity on account of the broken condition of the ground.

Engineer Brush supported what the supering the pumping engine, was one of the sire. The only cracks we have seen," he said, and there had been up for six months. He had recently taken levels o speaking through a Bell telephone, that com-

feet of the north tunnel built, and about 20 feet of the south tunnel.

The reference made by Engineer Brush at that time to the shaft in which the accident has now occurred was as follows:

"We are now building a large chamber connecting the two tunnels with the working shaft. We have heretofore had some temporary work up, but we are now building a permanent structure, which we will finish before we continue the tunnels. The chamber commences at the air lock, and will extend back about thirty feet to the tunnels. We shall have to put in other air locks. This one is not enough for us. They will open into this chamber. We will have at least two air locks, and keep one for men and the other for materials."

One of the foremen said that the story of a cave having occurred in the tunnel on June 25 probably originated in this circumstance: The men engaged in diagring at the easterly end of the tunnel a few weeks before dug in a little too far at the bottom of the face, and a little of the silt tumbled in upon them. This may have scared some of them, but there was not the slightest danger at that point, he said, for workmen were always kept putting up overhead and rivetting the plates of boiler iron which formed the arch of the tunnel, as fast as the digging progressed, and therefore no serious cave could occur.

Col. Haskin said there never was a brick walling

riveting the plates of boller from which formed the arch of the tunnel, as fast as the digging progressed, and therefore no serious cave could occur.

Col. Haskinsaidthere never was a brick wall in which little checks would not occur big enough to stick a pin in, and there was nothing more than that in the tunnel walls. "We have stopped work on the north tunnel," he added, for the present. The natural earth was broken up where we put in the shaft from the air lock to the tunnel, and we put in temporary plates around it. We are now completing that shaft, and shall not resume work at the other end until that is completed."

An experienced engineer was consulted about the same time, and he expressed an opinion unfavorable to the manner in which the work was being done. He thought the construction of such a tunnel, with the proper precaulions against accident, would be impracticable without an enormous expense—an expense probably greater, he said, than that of the Brooklyn Bridge. The marrial under a portion of the

against accident, would be impracticable without an enormous expense—an expense probably
greater, he said, than that of the Brooklyn
Bridge. The material under a portion of the
river is loose, fine mud, which is shifty, and it
will be exceedingly difficult to get such a structure to stand up in it.

The engineers of the New York, Lake Erle
and Western Railroad, infloring preliminarily
to building the piers for its grain elevators and
warehouses at Pavonia Ferry, which have just
been completed, found the following strats
under seven feet of water at a point nearly
parallel with that at which the break occurred
yesterday morning: (1, )30 feet of soft mud;
(2,) 60 feet of tenacious mud; (3,) from 10 to 14
feet of sand and clay and sand mixed with mud.

Women Asking for their Husbands-A Bence

The throng around the shed increased as the news of the accident spread, but the majority of the persons were attracted there by only curiosity. Many persons remarked that it was strange that more friends and relatives of the workmen did not seek for information. That was explained by the Superintendent and other officers, who said that many of the dead workmen were young men, strangers in the neighborhood, who had come from New York and other cities, and had boarded for only a few months in the cheap boarding houses in Henderson street and some of the cross streets. Their names were kept in the time book, and that was about all that was known of them. throng at the entrance to the shed when bareheaded woman pushed through the throng. and, seizing hold of the rope, leaned forward and cried, "Is my husband dead? Let me in,

let me in."

Fallahoe helped her to crawl under the rope. and asked: "What's your husband's name?" "Sheridan, Bryan Sheridan," she said, wring-

ing her hands. "Is he dead?" Street Commissioner Condon, who was stand Street Commissioner Condon, who was standing near, recognized her, and he placed his hand on her shoulder and said: "You might well make ap your mind that he is lost."

"Oh. Bryan, Bryan, come back to me," the woman cried, sinking to the ground.

Two men picked her up and led her away. She rocked backward and forward, and moaned, and was at length taken in a fainting condition to Commissioner Condon's wagon and sent home, in First street.

Another woman, wringing her hands and weeping, asked some workmen if her hueband. Matthew McCarty, and her brother-in-law. Thomas Burk, were killed.

"They're down there, marm," a workmas said, pointing significantly at the hole filled with water.

The woman lived in Hoboken, and she hurried home.

In the afternoon about fifty workmen were employed to dig down about ten feet from the edge of the hole cutside the shaft so that a

employed to dig down about inty working a week of the hole outside the shaft, so that a confer dam can be put down. The water in the address of the hole outside the shaft, so that a confer dam can be put down. The water in the address of the coffer dam is finished. The water fell about two feet with the title in the siternoon President Haskin sent for a pump with a capacity of 1,200 gallons a minute, and machinist ware putting it together and connecting pipel with it, and it is expected that it can pump out enough water in two days to allow workmen to get at the bodies. On the piles of bricks and lumber men and boys sat for hours watching the movements of the workmen. A few womes pressed eights the rows strum amount to exquired for, but they had been sent home by Superintendent Anderson early in the morning, with instructions to return and work at night.

Latter in the afternoon a conference was held in the engineer's office by the principal officer of the Tunnel Company for the purpose. Of deciding upon a definite plan for the recovery of the bodies of the killed. Among those who participated in this consultation was Col. Haskin, Assistant Engineer Parise, Messres the construction, and Superintendent Anderson. Two schemes were suggested under the enton the six lock, upon the practicability of obtaining access to the bodies through its doesn. This proposition, however, net with objection, on the ground that the door leading from the air lock to the six of the property of the state of the property of the state of the property of the state of the property of the property of the property of the state of any of the property of the state of any of the property of the state of any of the property of the state of the property of the state of the property of the state of the s

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American Star Soft Capsules